



# ***“The Way of the Future***

***Configuration Overhaul  
Planning (COP) and Window  
of Opportunity (WOO)  
Installations***

***Standardized Procedures***

# ***Purpose of the Standardized Procedure***

- With the exception of aircraft carriers, PEO SHIPS FL has cognizance over configuration and logistics information pertaining to modernization of all surface ships.
- PMR-On Site Logistics Representatives are located at every Navy Homeport and have the responsibility of validating COP and WOO Installations for the various classes of ships under PEO SHIPS FL cognizance.

# ***Purpose of the Standardized Procedure***

- Seven different Configuration Data Managers (CDMs) develop the planning Data for COP and WOO installations.
- Standardized procedures are necessary for the PMR-OSLRs to meet the requirements of their jobs

# ***Highlights of the Procedure***

- NDE is the authoritative source for Availability schedules and alterations.
- UDF Types including COP, AIT, REVALIDATE, RELOCATE and QUANTIFIED are utilized to assist the PMR-OSLR with queries for planning data
- As directed in NAVSEA 04L msg R 020430Z:
  - A-12 to A-2, COP records must be assigned an ISC/ASC of 'J' and a DISI of 'A'. After A-2, ISC/ASC must be changed to 'P' and the DISI must be changed to a 'B'.
  - WOO Installations must only be assigned an ISC/ASC of 'J'.

# ***Highlights of the Procedure***

- ISEAs are to provide planning data by A-8 but CDMs will accept data up to two weeks prior to SOA. If planning data is not received by A-6, the CDM must send the ISEA an email requesting a workfile and identifying the ship and alteration.
- NAVSEA 04 letter, Ser 0412B/025 requires the first installation of an alteration have RICs assigned by A-6. An Advance RIC is the alternative option for ISEAs. Per direction of PEO SHIPS FL, creation of XRICs by CDMs is to be avoided

# ***Highlights of the Procedure***

- Logistics records are required to be linked to every Record Type 2 and 4 for historical purposes in SCLSIS and to assist the PMR-OSLRs. ISEAs are requested to provide information in the following formats
  - Ship Alteration – LSD Type of SA and an LSD Serial Number of Ship Class acronym, dash, 5-digit SHIPALT number and letter designation (example CG47-00918K). In the case of incremental shipalts, a decimal point and the incremental number will be inserted prior to the letter designation (example: CG47-00413.01K)

# ***Highlights of the Procedure***

- Alteration Equivalent to Repair – LSD Type of A&I and an LSD Serial Number of Ship Class acronym-AER XXXX (the Xs denote the AER number). (example: DDG51-AER 14/23) .
- Machinery Alteration – LSD Type of ALT and an LSD Serial Number of Ship Class acronym, dash, MACHALT XXXXX (the Xs denote the MACHALT number). (Example: LHD1-MA 321-59001)

# ***Highlights of the Procedure***

- Currently, an Install Date field is only available on RT2s. Within the next few months, an Install Date field should be available on RT4s also. CDMs must populate the Install Date field in order to monitor and track installations. ISEAs should provide that date when submitting workfiles.
- PMR-OSLRs notify CDMs when alterations are cancelled or deferred so the CDM can contact ISEAs for a new ECD. If the alteration is not rescheduled for installation within 12 months, the planned adds will be deleted and the planned deletes will be reinstated with their previous data.



## ***Highlights of the Procedure***

- As directed by PEO SHIPS FL11, NGSS CDM and NSLC Jacksonville are currently teaming to document  
Standardized Quality Assurance Procedures.